

Today's Advertisements.

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GRAPH CO., LD.

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NORTHERN
TELEGRAPH
COMPANY OF
COPENHAGEN.

MR. F. VON DER PFORDTEN having been appointed MANAGER-IN-CHINA of the above COMPANIES, by the Board of Directors of the EASTERN EXTENSION TELEGRAPH COMPANY, will ASSUME CHARGE from the 1st JULY.

W. BULLARD,
Acting Manager-in-China.
Hongkong, 30th June, 1897. [1018]

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THE Company's Steamship

"DEUCALION,"
Captain B. Branch, will be despatched on THURSDAY, the 2nd July, at 3 P.M. For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th June, 1897. [1016]

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FOR HAVRE, LONDON AND HAMBURG.

THE Company's Steamship

"RADNORSHIRE,"
Captain F. Davies, will be despatched for the above Ports on about the 10th July. For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 30th June, 1897. [1002]

"SHIRE" LINE OF STEAMERS.
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THE Company's Steamship

"CARMARTHENSHIRE,"
Captain S. Brock, will be despatched for the above Port on about the 10th July. For Freight or Passage, apply to
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Hongkong, 30th June, 1897. [1016]

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BY
DR. W. DOBERCK,
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PRICE \$1 PER COPY,

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No. 6, Pedder's Hill.
Hongkong, 21st June, 1897. [1016]

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DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [13792]

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NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all orders intended for insertion in that day's issue not later than Three o'clock so as to reach the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Directory Exchange is No. 1. Telephone "lines" are "Telegraph," Hongkong.

A. S. WATSON & CO.,

LIMITED.

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WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

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For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Emplies when received in good order.

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And all signed messages addressed to us will receive prompt attention.

The following is a List of Waters always kept ready to Stock—

PURE AERATED WATER,

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SARSAPARILLA WATER,

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GINGER ALE,

GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 19th April, 1897.

BIRTH.
At Kanazawa, Kaga, (Japan) on June 13th the wife of the Rev. Harvey Brokaw, of a daughter.

MARRIAGE.
On the 23rd of June, at the Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., MARIEMMA, eldest daughter of Mr. and Mrs. S. P. Barchet, of Kishwa, to JOHN TREVOR SMITH, of the British and Foreign Bible Society.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 30, 1897.

THE EMANCIPATION OF WOMEN DURING QUEEN VICTORIA'S REIGN.

Although much has been said and written at this jubilee time of the progress of the nation during the reign of Victoria the Good very little has been said about the legal and social evolution in the condition of the fair sex, which has been so marked during the period. If we pause to consider the legal changes which have effected the condition of women in England during the Victorian Era we find astonishing results. They, together with the vast majority of their countrymen, have benefited materially from the deluge of legislation which will ever remain a feature of one of the most remarkable reigns in the history of the nation. Women, as far as our Legislature is concerned, with the exception of some provisions respecting improvident marriages in the reign of George II, had been entirely neglected by our lawyers until the century was well advanced, and although we may conclude that her position was not inferior to that of her sisters in France—which in the 18th century was considered the most civilized country in Europe—but if anything better, since women were considered worthy of the highest offices in the State; the Salic Law in England being of no effect, and the fact that women have sat upon the throne of England, associated as it is with the highest homage and respect, must have had an enormous influence on all classes of society, and the effects of the respect paid to such a sovereign must in some degree have filtered down to the female occupants of the cottage.

Although the legal condition of women of means and independent enterprise cannot, before 1882, be described as a happy one, yet inasmuch as at Common Law they were always entitled to dower in lands of inheritance, unless barred in the conveyances by which the husband became possessed, it will be seen that though the wife's property on marriage practically became the husband's, yet this right of dower was a powerful one and extended to all lands, tenements and hereditaments to which the husband had become possessed during the continuance of the marriage tie, no matter whether the husband had alienated them before death or not. This Common Law right was found to work injustice to bona fide purchasers who took the property subject to dower and often found that the property which they had purchased, after the death of the seller, was liable to grievous burdens. This therefore was altered by Statutory Law in 1833 (3 and 4 William IV. 105) which made dower only apply to the lands possessed by the husband at the time of his death, and also enabled him by will to defeat the rights of dower. The legal condition therefore of the wife at the commencement of H.M. reign was deplorable in the extreme. It had receded rather than advanced inasmuch as she had been deprived of the right of dower, a right that she had enjoyed almost from time immemorial. Such a condition of affairs existed down to so recently as 1870, when from the great injustice the Law at that time appeared to sanction the condition of married women was somewhat ameliorated.

Let us glance for one moment at the prerogatives of the husband between 1833 and prior to 1870 in order that we may be better able to judge of the respective rights of the husband and the wife. Practically at law the wife possessed very few rights, if any, for the husband was entitled to—(1.) The rents and profits of the wife's freeholds. (2.) An estate by curtesy (a life estate) after her death if he had issue by her. (3.) Leasehold property, absolutely entitled, and which he could dispose of in any way he thought advisable, except by will. The wife could not even dispose of her freehold property without her husband's sanction, and then certain formalities had to be observed under the provisions of the Fines and Recoveries Act 1833, which was a tedious and laborious process. (4.) All her personally vested absolutely in the husband (5.) All "chooses of action" vested in the husband, provided he recovered judgment and issued execution. If, however, he failed to reduce them into possession the rights survived to the wife. Not only did the husband possess such vast rights of proprietorship over his wife's property, but as the law viewed marriage as an ordinary contract even the prospective bridegroom acquired rights, which, if abused, were called "Fraud upon a husband's marriage rights." For let the contract of marriage be once entered into the lady had no right to dispose of any of her property before marriage without notice to the intending husband, the law judging that the wealth of the lady no doubt helped materially to induce the husband to enter the bonds of matrimony (Countess of Strathmore v. Bowes). What the husband acquired in the beauty and accomplishments of his wife, or even position, before the law, was of no avail. Truly, the name of husband or even of an intended husband was in the sixties a word to conjure with, and the emancipation of married women from the thralldom of husbands since that date shows how rapidly in these modern days man has fallen from his high estate.

The Married Woman's Property Act, 1870, ratified in some measure the previously enthralled position of wives. The Act was an immense advance in the right direction, and the more we consider its provisions the more we are struck with the stupendous relief it afforded. For the husband had for centuries held almost undisputed sway over his wife's possessions. The Act provided that—(1.) Rents and profits of freeholds of descent should be for the wife's separate use. (2.) All personality taken as next-of-kin should be for the wife's separate use. (3.) All wages earnings and savings of married women should be their separate property. (4.) All sums under £200 coming to the wife by deed should be hers absolutely. Reform once commenced woman soon found champions to take up her cause. This rapidly made itself apparent on the Statute Book, for the Act of 1870 was amended in 1874, and the Acts of '70 and '74 were amended and consolidated in the Married Woman's Property Act of 1882, and it is under this Act, with some minor additions and judgments, that the married woman, as far as her property is concerned, now takes her legal status. By the Act of '82 all Real and Personal property belonging to a woman before marriage, if married after 1882, or coming to her after such marriage shall be her absolute property. It must be borne in mind, however, that the Act does not effect marriages before 1882, unless the wife's title accrues after that date. Thus we find that the married woman, provided she married after 1882, is with respect to her property absolutely free and unencumbered, and can, with one great exception however, as if she had never entered the married state.

It may be supposed that as the Common Law gave such enormous powers to the husband of appropriation and right to dispose of the wife's property, that lawyers would be keenly alive to the necessity of binding up her property in some conceivable way, and thus saving it from the ruthless hands of an unprincipled husband. The lawyers in this respect showed their proverbial acuteness by conveying the property to the wife's sole and separate use. But it frequently happened, although these words were used, that a wife's benefit, she, either by persuasion or by the confidence she reposed in her husband, or even by threats, handed over to her husband the property thus conveyed to her, thereby defeating the intentions of those who had her best interests at heart, and by her over-trustful nature often brought untold misery upon herself. To remedy this too great confidence or lack of powers of resistance on the part of woman, Lord Thurlow at the latter end of the last century introduced the words "without powers of anticipation" into conveyances, which, if inserted in a deed, prevents a married woman from alienating her property to her husband or to anyone else. This is the great exception to which we have referred. Since 1882 it has been no longer necessary to create property to the "separate use" of the wife, but the words "without power of anticipation" still apply. But from judgments in the Chancery Division (*In re Bown O'Halloran v. King*, and *In re Torrance's Settlement*, 1886) cases may arise when restraints on anticipation have no application.

It is not within the scope of this article to enter into the vexatious questions respecting the powers of anticipation, which have exercised the minds of so many of our most experienced lawyers in the Chancery Division, but simply to give a general idea, and in broad lines, of the progress of woman's legal emancipation during Her Majesty's reign. The phrase "without powers of anticipation" must not therefore be considered as absolutely final, for the Court may, notwithstanding such restriction, under the Conveyancing Act of 1881, when it considers it for the benefit of the woman to do so, and such circumstances often arise, with her consent decree and bind her interests in any property, while the Settled Land Act of 1882 enables a married woman to exercise all the powers of a tenant for life conferred by that Act, and any restraint on the powers of anticipation is not to prevent her from the exercise of those powers. The Married Woman's Property Act 1870, by which she became entitled to her own wages, earnings, and savings, opened up the field of enterprise to such women as had means and cared to enter into the vicissitudes of trade. Once embarked in commerce, many difficult questions arose as to her status and liabilities. Formerly she acted as Agent for her husband and in all liabilities bound him, unless a contrary intention was shown to bind her own separate estate (*Hulme v. Tenant*), but the Married Woman's Property Act of 1882 materially altered this rule and enacted that every contract entered into by a married woman, except for necessities, which in law is a very wide term, should be considered to bind her own separate estate unless the contrary were shown. A married woman in trade between 1870-82 occupied an unique position; she could not be made a bankrupt (*ex parte Jones in re Grissell*) but the Act of '82 now does away with that felicitous position and enacts that any married woman carrying on any trade separately from her husband is as liable to bankruptcy as if she were a *feme sole* . But she is only liable to the extent of her separate estate, and it appears that practically no personal judgment can be made against her (*Perks v. Mylrea*).

Let us turn now from the consideration of a married woman and her property to the amelioration of her condition in other respects. In 1867 the Divorce Court was transferred from the jurisdiction of the Ecclesiastical Courts to what is now the Divorce, Probate and Admiralty Division of the High Court of Justice. Divorce before this date was rare and in cases of great offence could only be obtained by a private Act of Parliament, or if wrong *in fact* in the Ecclesiastical Courts. Now-

days, on an average, there are about 500 petitions per annum presented to the High Court; two hundred by wives and three hundred by husbands, and about two-fifths of them are successful. But divorce and judicial separation in the Divorce Court is often a long delayed and costly procedure—the luxury of the discontented rich. The poor wife seldom troubles this Court, being rather content to bear the burdens of a wrecked matrimonial life, constant brutality, and neglect, rather than sue in the form of a *pauper's* and undertake the expense of a journey to the metropolis. The Summary Jurisdiction Married Woman's Act of 1895, which came into force on the 1st January last year, has proved one of immeasurable relief to those poor women who have had the great misfortune to be bound to brutal and unfeeling husbands. Under it Magistrates have the power to grant alimony and judicial separation in cases of conviction of the husband for aggravated assault, persistent cruelty, or for neglect to provide reasonable maintenance for the wife and family.

To those who have not mixed much among the poorest of the poor in our large cities, or come closely in contact with our Police Courts, no conception of the amount of depravity, drunkenness and brutality that exists in our midst can be adequately realized. When Charles Dickens, in his graphic style, sketched the character of Bill Sykes, he figured out a type which, we regret to say, although education has done much to enlighten and lift the masses, has not yet succeeded in stamping out a class of men which are a disgrace to humanity. Woman has suffered and endured much, but the Summary Jurisdiction Act of 1895 has put within her reach, not a remedy, we regret to say, but certainly a palliative. Nothing can be a remedy for the victim of a home, but it is a palliative that may be considered as a crowning act of a glorious reign, and is a relief from terrors compared with which the agony of Prometheus chained was but a mile of misery.

Briefly, we have endeavored to epitomize the chief Acts dealing with the condition and well-being of women during Her Majesty's reign. From being almost a position of a serf to her husband she has now acquired a state of comparative independence and a power over her own property before undreamt of. With it she has attained corresponding advantages: the right to have her voice heard in the treatment and well-being of her poorer sisters; the right to express her opinions in all that pertains to her own status, and, as we have only very recently seen, one of the leaders of her own sex consulted by a head of the Government when it related to a question of morality and to the physical and social well-being of the nation. Here we may safely leave the precise and legal aspects of the subject, and in an early issue complete the task before us by taking a bird's-eye view of woman's vast social advancement during the beneficent reign that has been so fittingly compared with the most brilliant and at the same time the most valuable of the many costly jewels which adorn the crown of Our Lady Sovereign Queen Victoria.

TYPHOON WARNING.

Señor José de Navarro, Spanish Consul at this port, has courteously favoured us with a copy of the following telegram received from Manila—

"A new typhoon in Bashi Channel; nearly stationary for three days."

The Acting Director of the Observatory reports to-day—

On the 30th at 11:25 a.m.: The barometer has risen decidedly in the neighbourhood of Hongkong, fallen in the South. The depression, which probably remains trough-like in character, seems to be lying across the China Sea in a lower latitude than yesterday. Forecast:—Fresh N.E. and E. winds; changeable. At 4 p.m. the barometer read, 29.56.

LOCAL AND GENERAL.

MR. BUCK, the new United States Minister to Japan, has arrived at Tokio.

The Jubilee Gymkhana is postponed to Saturday, the 11th proximo.

The latest quotation for Hongkong and Shanghai Bank share on London Stock Exchange is £43.

The Marquis and Marchioness of Breadalbane left Japan, on the 17th instant by the *Empress of China*.

The Nippon Yusen Kaisha has now 61 steamers in its possession and 15 chartered steamers, making a total of 77 in all.—*Asahi Shimbun*.

The following passengers are booked to leave per *Rosita* to-morrow:—Messrs. R. H. Douglas, W. F. Perkins, J. T. Perkins, F. Goodwin, J. Michael, Serg. M. J. Brown, wife and child, F. Gallina.

On the 16th the Chelsoo correspondent of the *Mercury* reported as follows:—The Germans are likely to make Chelsoo their summer headquarters. At present there are three of their vessels in port, and two more are expected.

GUM COCH, an unemployed chemist, was brought before the Magistracy this morning for the sixth time this year, charged with being drunk and disorderly. Mr. Wodehouse fined him \$15 with the alternative of one month's imprisonment.

To whom it may concern: The *China Gazette* sends greeting, thusly:—The British Post Office in Hongkong and the branch here are lovely institutions truly. The French mail was landed at 10.30 a.m. but up to 5 o'clock this evening we had not been able to get a single home letter or paper out of the Peking Road post office, the excuse being that the letters and papers came on from Hongkong unsorted on account of the Diamond Jubilee. A fine way this of honouring her Most Gracious!

In these *Weekly Share Report* issued at 5 p.m. to-day Messrs. Benjamin, Kelly and Potts state:—We issued no circular last week on account of the Diamond Jubilee holidays, but during the interval a fairly large general business has been transacted and Hongkong and Shanghai Banks, China Suez and Indo-China all show an appreciable advance in rates.

FANCY VINCENT, who arrived here yesterday by the steamer *Choyang* from Shanghai in the custody of Detective Sergeant Holt, was formally brought before the Magistrate this morning and charged with stealing two glasses and Chinaware value \$12 from the C. P. R. Only evidence of arrest was taken and the case was remanded at the request of Serg. Holt till 10 a.m. to-morrow.

On the 1st January, 1898, New York will become the second most populous city in the world. Her present population is estimated at 1,815,000, but when, next year, the additional area has been joined on to her, the inhabitants of the whole 360 square miles will number some 3,315,000, at the very least. Paris with her 2,444,000 citizens will then rank only third in the list of populous cities in the world.

A "JUBILEE" Tea and Social Evening for soldiers and sailors was held in the Kowloon Institute last night and proved very successful. There was a good attendance in spite of the bad weather and the tea tables were very attractively set out. The concert afterwards was much enjoyed and an interesting and varied programme was gone through in a manner that won loud applause for the performers.

The *Peking and Tientsin Times* states that a meeting of Consuls was convened by the Senior Consul at Tientsin, Mr. S. P. Read, at the U.S. Consulate, on the 11th, to discuss the situation arising from the anti-foreign excitement in the native city. The Viceroy Wang Weihsao issued a strong proclamation on the 15th, warning the natives not to connect the kidnapping cases with the foreign missions—Better late than never, is the *Telegraph's* commentary on the august Viceroy's action in the matter.

CAPTAIN Rinder and the officers of the U.S.M.S. *Bleeker* carried out an appropriate celebration of the jubilee while at sea between Nagasaki and Shanghai. At noon there was a salute of twenty-one guns followed by cheers for the Queen. In the afternoon there were games and d-d fireworks. At dinner Captain Rinder eloquently proposed the toast "The Queen," and all the passengers joined in singing the National Anthem. A fine display of fireworks and a concert closed what all the passengers pronounced a most enjoyable Jubilee day.

A SAD fatal accident occurred at the new wharf at the foot of Wingluck Street, at 5.30 p.m. yesterday. A gang of coolies were engaged in lifting a large raft out of the water to make ready for the expected typhoon and they had raised one end by means of a winch. The end lifted was made fast to the shears by a rope and as the chain was about to be loosened to be made fast to the other end the rope broke. This caused the hordes of the winch to revolve with great force and one of them struck the deceased on the head and knocked his brains out, killing him instantaneously. Another coolie was also struck by the handles and sustained serious injuries in the groin and in the ribs.

We regret to announce the death of Mr. J. A. Inglis who died at the Government Civil Hospital to-day from fever. He had been employed in the Religious Trust Society last year, and only a few months ago was storekeeper in the Kowloon Dock. He was a prominent member of the Volunteers and had been one of "Our Own" for the last 11 years, holding rank of bombardier lately. He was considered a fairly good shot, passed the gun-layer's examination and was a good soldier and pleasant fellow. His remains will be interred with military honours at the Happy Valley at 8 a.m. to-morrow. The Volunteers will parade at Headquarters at 7 a.m. punctually and every member of the Corps is requested to attend.

ALTHOUGH the *clan-naid* has been generally believed to be responsible for the awful *bazaar* catastrophe in Paris, a very curious explanation of the terrible disaster was recently bruited about on the Continent. It is to the effect (says the Paris correspondent of the *Daily Telegraph*) that the accident was due to malevolence. Thus, a member of the committee states that he had noticed an individual of peculiar appearance and restless demeanour in the building, and that when his attention having been diverted for a moment, he thought of watching him, he perceived a flame-like lurid lightning rising above the chandelier. Of this man who had so unobtrusively impressed him he saw nothing more. What has also struck many people as strange is the extraordinary rapidity with which the fire spread, as if some essence had been used for the purpose; and it transpires that a very serious receptacle was found after the conflagration in a very shattered condition amid the ruins of the chandelier shed. No one connected with the *bazaar* can account for the presence of this vessel, which was stiffer to those containing petroleum or some other inflammable material. M. Bontoux, the Judge of Instruction, who held the investigation, seemed to incline to the opinion that deliberate mischief may have been at the bottom of the affair. The correspondent adds:—I have just heard an odd story about a lady who was sitting at the *bazaar* having received a quiet warning from an owl to whom she had shown kindness. As this man was to all appearance busily engaged on the work for which he was employed, the whisperer, without turning his face in her direction, to this lady:—"Go away; escape as fast as you can; midwife, there is trouble brewing," and repeated the words several times. This was a few minutes before the flames burst forth. It is a curious narrative and there may be nothing in it, but it is not without interest as a sample of what is being said on the subject.

When Mother Selge's Curative Syrup cures the brain and other disordered organs re-

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MALACCA,"
FROM ANTWERP, LONDON, GIBRALTAR
AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Italy, via S.S. *Savio*.
From Madras, via S.S. *Stron*.
Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 30th instant at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 24th June, 1897.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"HOLLIC"
The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from along-side.

Cargo remaining undelivered after the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 26th June, 1897.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MIRZAPUR,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From India, via S.S. *Orissa* & *Karna*.
From Hongkong, via S.S. *Orissa* & *Karna*.
Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 3rd July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 27th June, 1897.

"GLEN" LINE OF STEAM PACKETS.

FROM LONDON AND STRAITS.

THE Steamship
"GLENHURST"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Cargo remaining undelivered after the 5th July will be subject to rent.
No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 12th July, otherwise they will not be recognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 28th June, 1897.

"WARRACK" LINE OF STEAMERS.

S. S. "LENNOX,"
FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th July will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th July, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 28th June, 1897.

FROM BOMBAY, TUTICORIN AND SINGAPORE.

THE Company's Steamship

"MIKE MARA,"
having arrived from above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

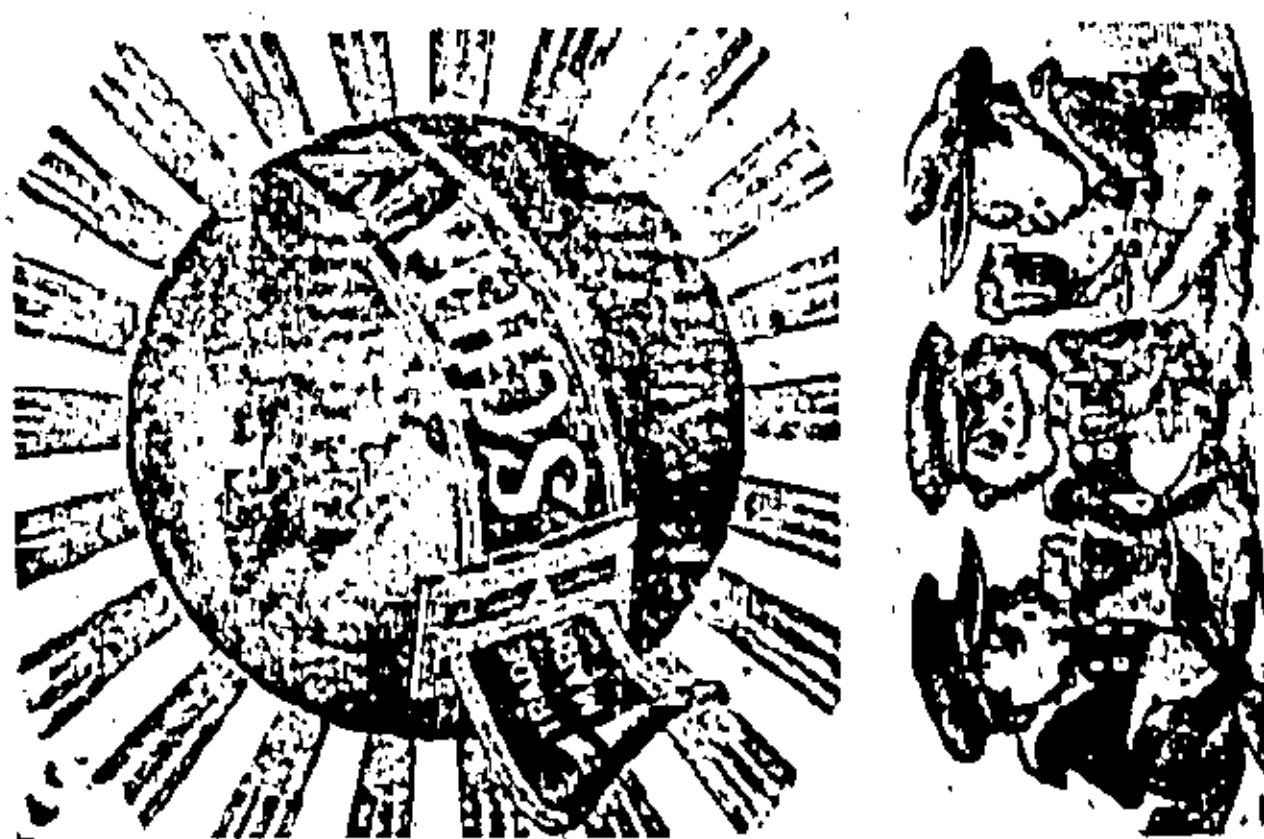
All chafed or damaged Goods must be left in the Godowns and a certificate of the damage obtained from the Godown Company, and sent into this Office within seven days after the vessel's arrival, after which no claims will be recognized, and Goods remaining undelivered will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Underwriter.

NIPPON YUSEN KAISHA.

Hongkong, 28th June, 1897.

Intimations.



WE ALL DRINK
Schell's
THE BEER
THAT MADE MILWAUKEE FAMOUS.
WATKINS & CO.,
SOLE AGENTS.

THE WORLD RENOWNED

FRENCH CORSETS
C. P. A LA SIRENE

Established 1839, PARIS.

Beware of Spurious Imitations
Only genuine if Labelled and Stamped
C. P. à la Sirène.

Apply to
M. OPPENHEIMER & Co., PARIS.

SETTING UP OF DISTILLERIES
Rice—Corn—Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS.

SETTING UP OF
Liquors Factories—Preserves Factories
Laboratories of Druggists—Essences Factories
STEAM KITCHENS
EGGOT & CRANOE, 200 MARSH, PARIS.

Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

BUILD UP THE BODY.
In many cases, the body is at work to mend itself. When you lose it, it is not easily replaced. You need building up, so there will be no danger of taking disease.

Scott's Emulsion

contains all the essential elements that give strength and vitality to the system. It increases the appetite for other food, enriches and warms the blood, assists in making healthy flesh, relieves inflammation of Throat and Lungs, and overcomes all emaciated, weak tendencies. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS Hongkong & Co.

Hotels.

THOMAS'S GRILL ROOM.

THIS Establishment has always enjoyed a high class reputation for Liberty in Menu, Quality of Food and Perfection of Cuisine. THIS REPUTATION WILL BE MAINTAINED.

Fresh Dairy Produce, FRUIT and other supplies are regularly imported from the United States, Canada and Australia. BEEF from Kobe and TURKISH from the Straits.

The WINES, SPIRITS and MALT LIQUORS, comprising all brands in general demand, are the best shipped to the Far East.

In addition to the BAR, GRILL and DINING ROOMS, the upper floors are arranged so as to provide PRIVATE ROOMS suitable for DINNERS or SUPPERS, &c.

PICNIC and BATHING PARTIES supplied with light refreshments at a moment's notice.

ICE CREAM from 1 P.M. to 11 P.M.
COLD MEAT SUPPERS from 9 to 11.30 P.M.

THOMAS'S GRILL ROOM.

FREDERICK BISHOP, Manager.

NEW VICTORIA HOTEL.

ROTISSERIE.

MEALS A LA CARTE.

CHOPS, STEAKS, &c., &c., at any time between 7.30 A.M. and 11.30 P.M.

MONTHLY BOARDERS at Moderate Rates.

MADAR & FARMER, Proprietors.

Hongkong, 3rd September, 1896.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the

elegant Building known as "CON-

NAUGHT HOUSE," offers First-class Accom-

modation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to

4th Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families

and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager.

Hongkong, 3rd April, 1895.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed

HOTEL, situated at a height of 1,250 feet

above sea-level, has just been thoroughly

re-decorated, renovated and re-furnished, and

a NEW WING has been built, which commands

magnificent Views of the Harbour and mainland

of China.

For further particulars, apply to

THE MANAGER, New Victoria Hotel.

Hongkong, 24th November, 1896.

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

and

16, DIVISION STREET, KOBE.

*Hongkong, 15th March, 1896.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prizes at every Exhibition

and for Volguier and Soha's

CELEBRATED OPTICAL GLASSES,

MARINE GLASSES and SPYGLASSES.

Nos. 44 & 45, Queen's Road Central.

Quality A.....\$16

Quality B.....\$12

Quality C.....\$8

Opposite the Telegraph Office.

SERRAVALLO'S

FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC

OF

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its

great STRENGTH-GIVING PROPERTIES and at the

same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—

A. S. WATSON & Co.

Hongkong, 1st September, 1896.

WORTH A GUINEA A BOX.

BEECHAM'S

PILLS

FOR ALL

BILIOUS and NERVOUS DISORDERS

SUCH AS

SICK HEADACHE, CONSTIPATION,

WEAK STOMACH,

IMPAIRED DIGESTION,

DISORDERED LIVER,

and FEMALE AFFECTIONS,

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the

EMPIRE OF CHINA:—

WATKINS & Co.,

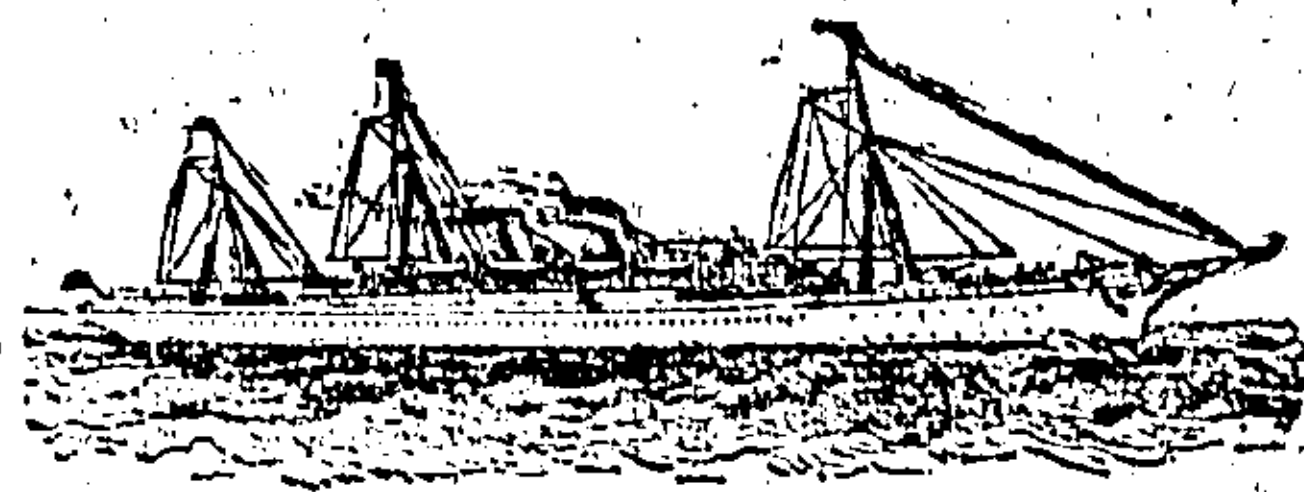
APOTHECARIES' HALL, 65, Queen's Road Central,

HONGKONG.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 21st July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 11th Aug.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 1st September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PACIFIC STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 30th June, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND AURORE;

VIA

THE OVERLAND RAILWAYS, AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Tuesday, 6th July, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Saturday, 24th July, at Noon.

Geelle (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama).....

Saturday, 14th Aug., at Noon.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUES-

DAY, the 6th July, 1897, at Noon.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail

Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting

Railways; and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Europe beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th June 1897.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S RAGS, GENUINE

COMPOSITION RED HAND BRAND,

HARTMAN'S GREY PAINT,

DANIEL'S PATENT MOTOR LAUNCHES,

&c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES and REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1897.

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"ROSETTA,"

Captain F. N. Tildall, carrying Her Majesty's Mails, will be despatched from this for SO-

MAY, 22, TO-MORROW, the 1st July, Noon, taking Passengers and Cargo for

above Ports. This Steamer connects at Bombay with the S.S. *Prinsluik* leaving that Port

the 2nd July for London direct.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Company's Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 30th June, 1897.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANY'S.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$100.